

• Forest City Heritage Trail •

Middletown, Connecticut

Master Plan



Prepared for The Middlesex Cooperative Extension Council, Inc.

January 1996

Prepared by



• DIVERSIFIED TECHNOLOGIES CORPORATION •

Engineers • Planners • Landscape Architects • Surveyors
556 Washington Avenue • North Haven, Connecticut 06473
TEL: (203) 239-4200 FAX: (203) 234-7376

Forest City Heritage Trail

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Forest City Heritage Trail

History is the witness that testifies to the passing of time; it illumines reality, vitalizes memory, provides guidance in daily life, and brings us tidings of antiquity."

*Marcus Tullius Cicero
106-43 B.C.*

Executive Summary

The Middlesex Cooperative Extension Council, Inc., (MCEC) is facilitating the planning and design of a proposed walking trail through the City of Middletown. The trail will connect the waterfront of the Connecticut River with future greenways or recreational paths that are planned for the western areas of the City and will:

- ❖ be universally accessible;
- ❖ reinforce the image of Middletown as a unique and special place;
- ❖ highlight the historical, cultural and natural resources and the social history of the project area.

The objectives of the Forest City Heritage Trail are to:

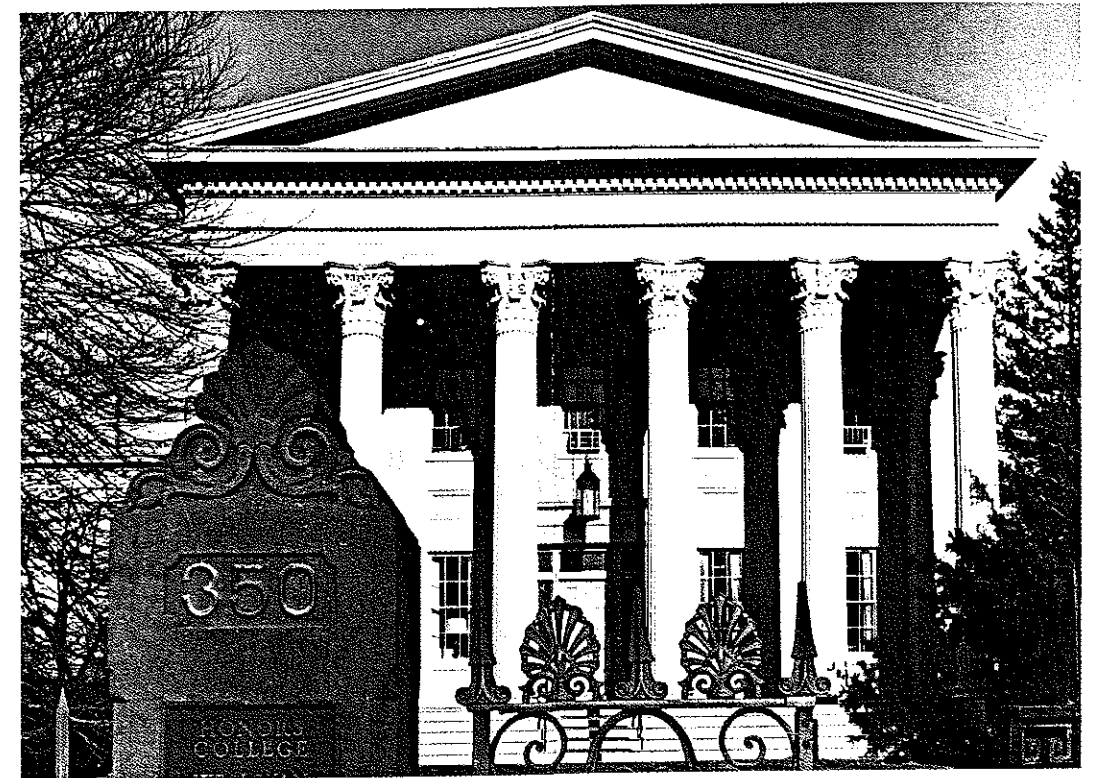
- 1) *provide for educational and cultural enrichment;*
- 2) *promote the City of Middletown, and;*
- 3) *provide recreational opportunities for residents and visitors.*

The MCEC and its Advisory Committee determined that trail should be:

- located in the areas of Middletown where most of the historical and cultural resources are concentrated;
- a manageable length that will allow for constant stimulation and can be walked within a reasonable period;
- integrated with the existing routes of the Middletown Area Transit (MAT) to be more accessible by the elderly and persons with disabilities;
- created within the area bound by the Connecticut River, Union and Church Streets, and the Coginchaug River.

Natural, historical, cultural, architectural, and visual resources of the project area were analyzed. The analysis indicated that the most significant resources could be connected with a trail that follows existing sidewalks.

An optimal route was developed that traversed through seven distinct neighborhoods. The neighborhoods will provide convenient reference points and make the trail easier to



SAMUEL RUSSELL HOUSE GREEK REVIVAL 1828-1830



enjoy over two or more days without losing perspective of the whole trail.

A system of trail markers was developed to achieve the project's objectives. The system consists of:

Information Kiosks: An information kiosk will be placed at each of the trail's termini. They will orient visitors to the trail with a sign and an overview map. They may also house a box where the trail guide may be obtained.

Interpretive Stations- Bollards: Simple brownstone bollards will be placed at key locations. They will be outfitted with etched metal plaques that will contain graphics and a brief narrative of the significance of the station.

Whimsical, Cryptic Castings: Metal castings will be inlaid into the sidewalks and buildings at intermittent locations along the trail. They will contain graphics that will impart anecdotal stories about Middletown's past.

Route Identification Medallions: Metal medallions cast with a custom motif will be inlaid into the sidewalks at regular intervals to demarcate the route. They will be color-coded for each neighborhood. They will create a sense of excitement for children

and adults alike as they follow the medallions from station to station, and as they happen upon the whimsical castings.

Trail Guide: The trail guide will include a map of the walking trail and a narrative of its interpretive stations. The narrative is an important element of the trail and will be to create a captivating story, and to maintain a sense of anticipation that will induce visitors to proceed to the next station. It is desirable to also have a tape-recorded trail guide for sight-impaired people.



CAPTAIN BENJAMIN WILLIAMS—DEKOVEN HOUSE GEORGIAN c.1791



Palmer Field

Starr Mill Area

Snow School

State Park

Area of Study

Harborpark

Ravine Park

Arboretum



Forest City Heritage Trail Environs



I. Introduction

The Middlesex Cooperative Extension Council, Inc., (MCEC) is facilitating the planning and design of a proposed walking trail through the City of Middletown. This Master Plan of the trail is made possible by a grant from the Connecticut River Trust, an organization that is dedicated to the protection and enhancement of the Connecticut River. The MCEC has assembled a Trail Advisory Committee that is composed of representatives from the City's Planning, Municipal Development, Parks, Public Works and Recreation departments as well as representatives from Wesleyan University and the Coginchaug Greenway Committee.

This Master Plan provides the framework for the development of a walking trail that will connect the waterfront of the Connecticut with future greenways or recreational paths that are planned for the western areas of the City. The trail will:

- ❖ *be universally accessible;*
- ❖ *reinforce the image of Middletown as a unique and special place;*
- ❖ *highlight the historical, cultural and natural resources and the social history of the project area.*

II. Project Objectives

The objectives of the Forest City Heritage Trail are to provide for educational and cultural enrichment, to promote the City of Middletown and to provide recreational opportunities for residents and visitors. More specifically, the MCEC envisions the following benefits:

A. Educational/Cultural Enrichment

- Provide an historical perspective of places and events.
- Note the achievements or notoriety of individuals who played a key role in Middletown's history.
- Foster an appreciation for the visual, built environment (i.e. architecture, landscape architecture and urban planning).
- Emphasize the importance of the natural environment and ecological systems within urban settings.
- Communicate the contributions to the City by 19th and 20th century immigrants.

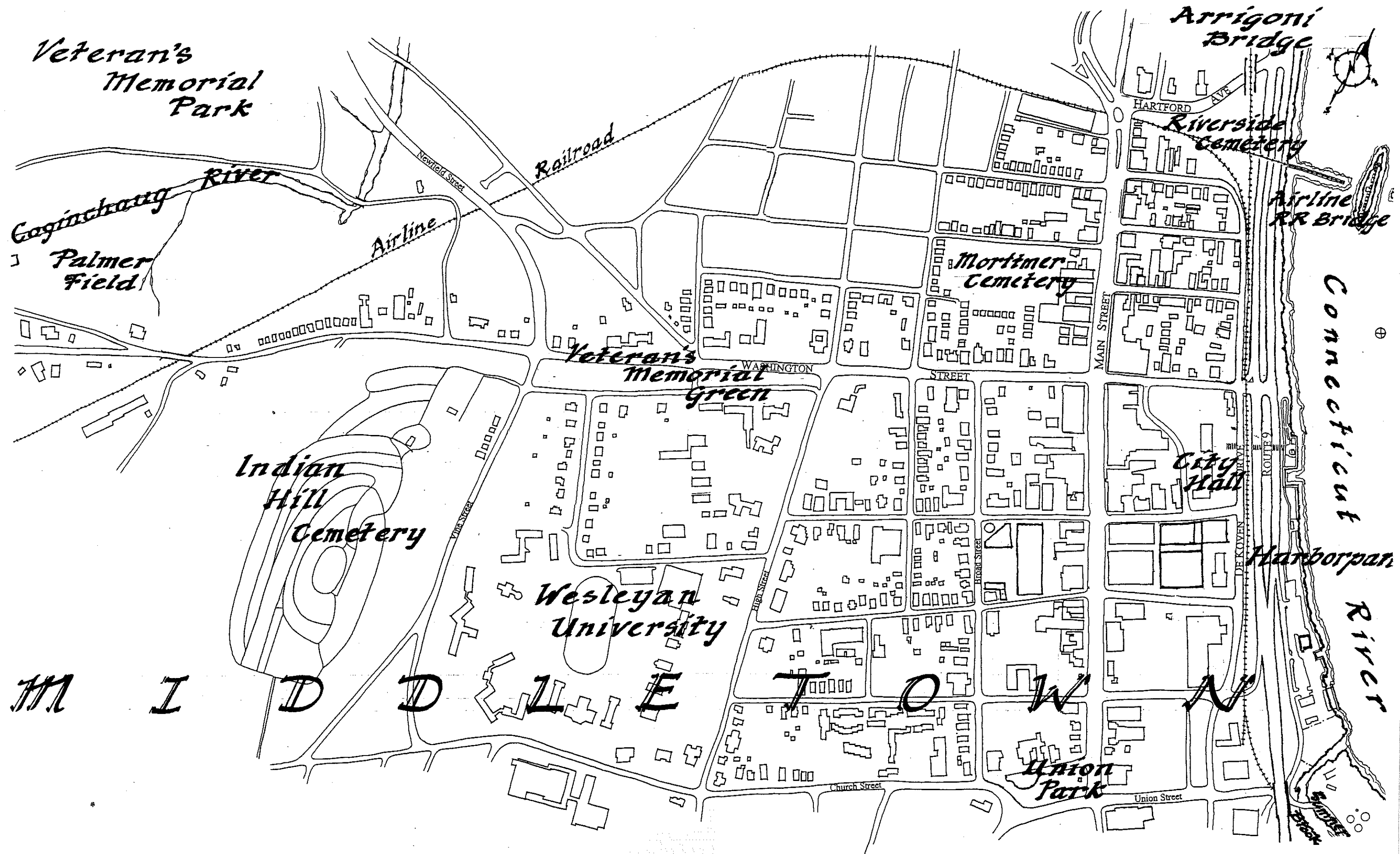
B. Promotion of the City

- Help create an exciting atmosphere that will attract visitors.
- Reinforce the city as the cultural center of the region.
- Enhance economic development activities.
- Provide a setting or catalyst for community events.



CALEB FULLER HOUSE CENTER CHIMNEY COLONIAL 1771
JOHN COOKSTON HOUSE FEDERAL/GREEK REVIVAL 1837
WILLIAM SOUTHMAYD HOUSE CENTER CHIMNEY COLONIAL 1747





Area of Study

- Increase citizens' sense of pride in the city.

C. Recreational

- Provide a safe, identifiable route from the center of the city to the Connecticut River and other significant open spaces.
- Provide an enjoyable walking route.
- Provide fun and healthy recreation for people of all ages.

III. Analysis

The general location or project area of the proposed Forest City Heritage Trail recognizes that it should be:

- located in the areas of Middletown where most of the historical and cultural resources are concentrated;
- a manageable length that can be walked within a reasonable period;
- integrated with the existing routes of the Middletown Area Transit (MAT) to be accessed more readily by the elderly and persons with disabilities.
- an area bound by the Connecticut River, Union and Church Streets, and the Coginchaug River.

The area of study was analyzed to identify where the most valuable of the visual, historical, cultural, environmental, and social resources were located. Once identified, the route of

trail could coincide with the greatest density of these resources.

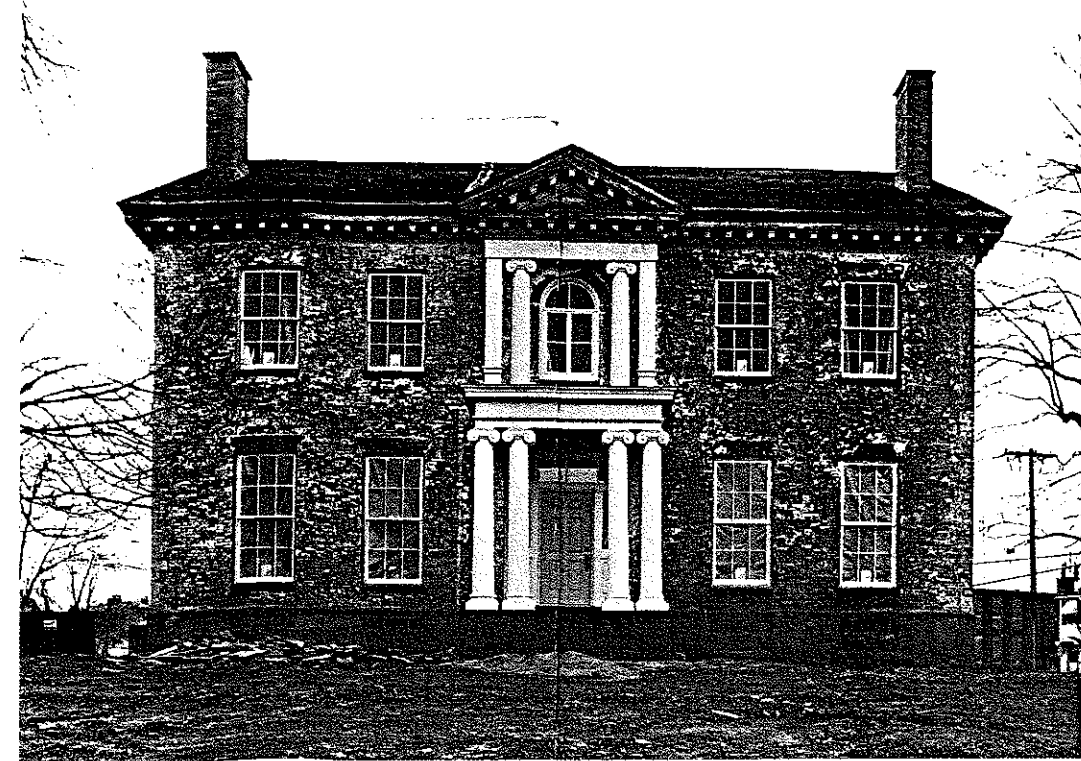
Two techniques were utilized. The first was to locate the most outstanding resources on a series of transparent maps which, when overlaid, would depict all of the resources simultaneously. The overlay maps developed include:

Natural Resources: This map locates valuable natural and open space areas, both public and private. It also depicts where the best long range views may be enjoyed.

The most prominent and important natural areas are located along the Connecticut and the Coginchaug Rivers. These areas also represent the most expansive open spaces and provide an opportunity to link the trail with other future greenways.

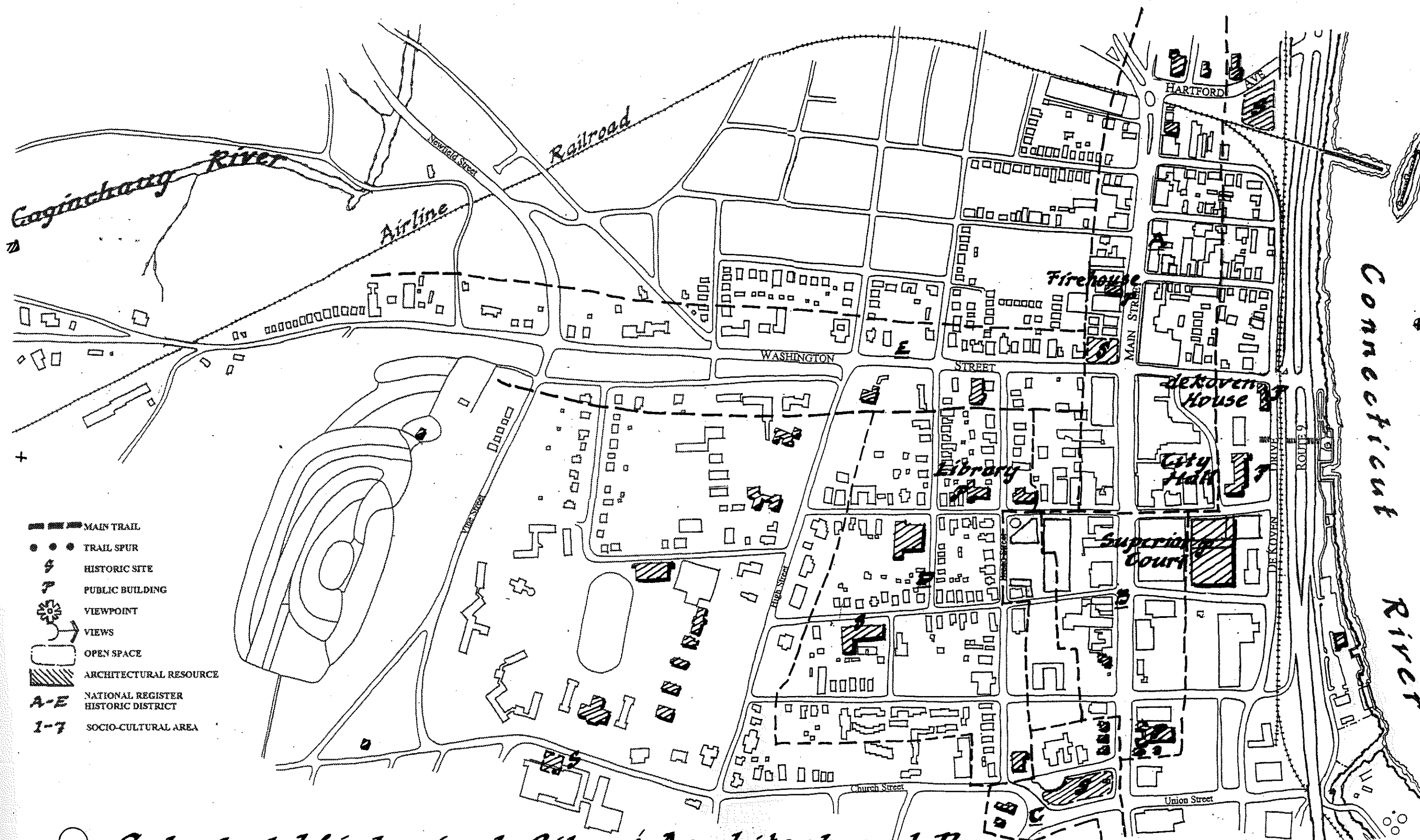
Several cemeteries were determined to be valuable open spaces because of their size, landscaped beauty, and historic resources. The most notable cemeteries are Riverside Cemetery and Indian Hill Cemetery.

Other important open space areas include Harborpark, Union Park, Veteran's Memorial Green, Wesleyan University's green space at College Row, recreational fields within the campus, and Palmer Field.

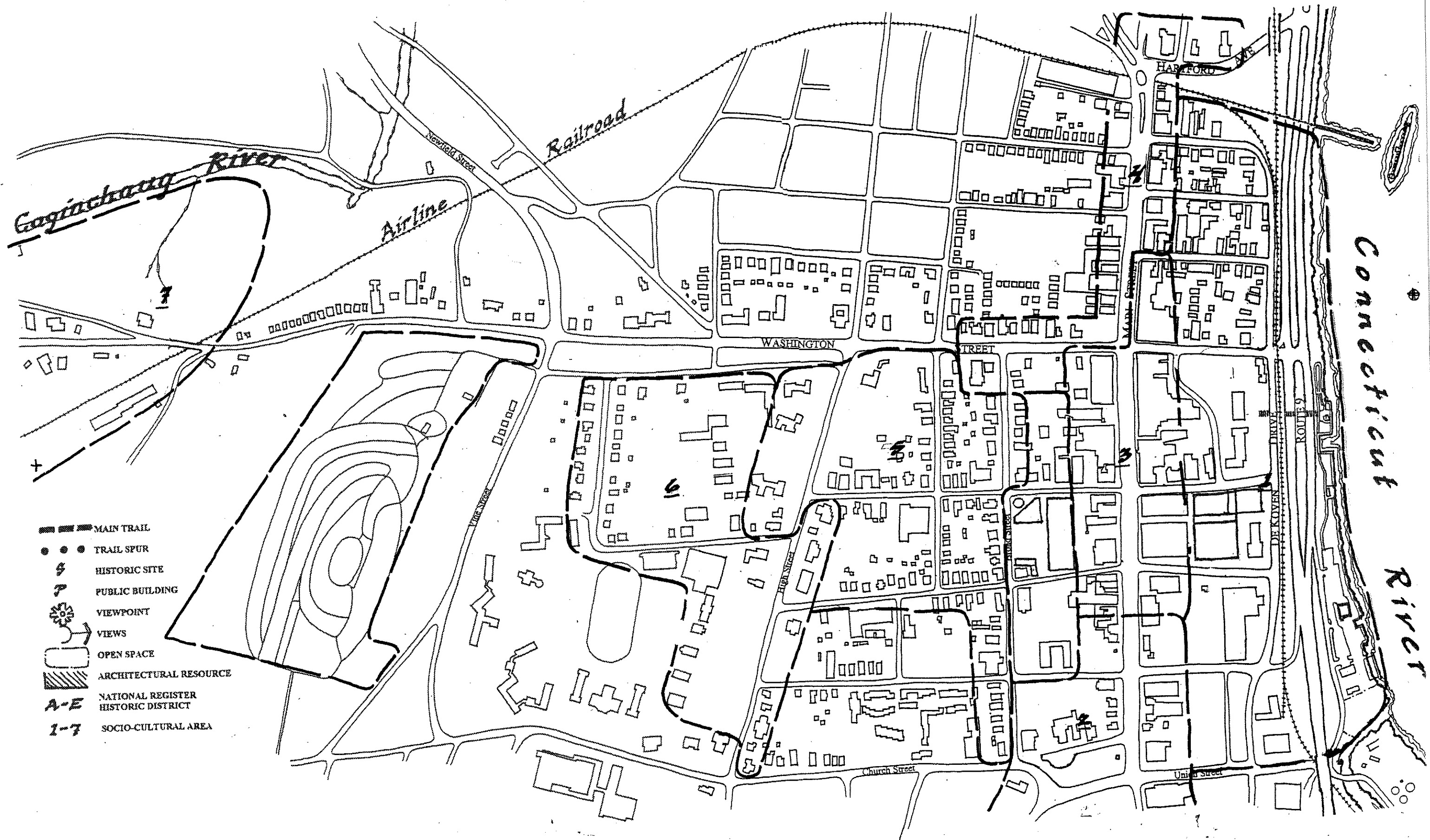


MATHER-DOUGLAS HOUSE FEDERAL/ITALIANATE 1811-1813





○ Selected Historical Sites & Architectural Resources



○ Socio-Cultural Resources

It would be desirable to link these open space areas with the trail to underscore the importance of parks and other green spaces in creating more livable cities and urban greenways.

Selected Historical Sites and Architectural Resources: A detailed review of available historic mapping was conducted to locate the most notable or significant structures within the study area. The sites and buildings shown on this map are a selective or representative sampling of these resources. Due to the small scale of the map, all historic sites could not be shown, particularly those located on Main Street. This primary corridor is the heart of the city and is almost completely lined with buildings of historical or architectural import. A more complete listing of the sites reviewed is provided in the Appendix.

These resources are, arguably, the most visible and identifiable within the project area. Their importance in creating a successful walking trail is reinforced by the fact that most of the buildings on this map are located within historic preservation districts.

Socio-Cultural Resources: This map attempts to depict areas of the City that have common attributes. Breaking the study area into neighborhoods allows for a more in depth understanding of the social, cultural and economic forces that

influenced their character. It may also: 1) allow for a greater understanding of how these neighborhoods evolved; 2) allow people to view the City as a logical pattern of development; and, 3) foster a greater appreciation for the ethnic and social diversity of the City.

For purposes of convenience, these neighborhoods are labeled one through seven as follows:

1. Waterfront: Today largely given over to recreation, Middletown's waterfront was once the center of Connecticut's maritime trade, the state's largest port after the Revolution, and the official U. S. port of entry for the Connecticut River. Sailing ships bound for Europe and the West Indies lined her wharves. Fine houses for merchants and sea captains were built nearby, today represented only by the Captain Benjamin Williams House (now deKoven House) at the foot of Washington Street.

2. South Green: This historic open space, once a colonial commons, later a Victorian park, is still the site of community celebrations. It is bordered by the homes of 19th-century business and civic leaders, including the home of Benjamin Douglas, a leading abolitionist and mayor of the city in the 1850s. Nearby are some of the oldest and best preserved colonial houses in the city, as well as several



HOTCHKISS BLOCK LATE 19TH CENTURY COMMERCIAL c.1894



churches, including St. Mary's, built by Polish-American community, and Adath Israel, the first synagogue in town.

3. Central Business District: Banking and insurance have predominated since the early 1800s in this historic institutional center of Middletown, the site of the first courthouse and customs house. A historic opera house, movie theater, and several 19th century churches are also located here.

4. North End: Once the largest ethnic neighborhood in Middletown, the North End was the first home of two of the city's major immigrant groups. Many of the city's finest 19th-century commercial blocks were built here and a residential neighborhood developed between Main Street and the river. The Irish, who came here to find work in the Portland brownstone quarries in the 1840s, founded St. John's Church in 1852, one of the earliest Roman Catholic parish in the state. By the early 1900s, Italian immigrants, many from Mellili, Sicily, made their home here and built St. Sebastian's, a replica of their village church, on Washington Street.

5. 19th-Century Residential Neighborhood: By the early 1800s people were moving away from Main Street; this hillside site overlooking the river was laid out to become the finest residential neighborhood in the city. Architecturally significant homes

line Broad and High Streets, including the 1830 Greek Revival mansion built for Samuel Russell, Middletown's leading merchant and industrialist, who made his fortune in the China trade. More modest historic homes are also found here, along with the city's first public library and high school.

6. Campus of Wesleyan University: Founded in 1831 as a Methodist seminary, Wesleyan today is a major university. "College Row," the original cluster of brownstone buildings on High Street that once housed a military academy, is now surrounded by many 19th- and 20th-century institutional buildings. Of particular note are the 1894 gymnasium, the 1927 Olin Library, and the modern arts complex, all part of the old campus bounded by High, Washington, and Church Streets. Expanding beyond its original borders, today the university includes a modern science center on Church Street and a major sports arena on Cross Street.

7. Palmer Field: This site represents the industrial development of the Coginchaug River during the 1800s. Waterpower was harnessed along this stream for the manufacture of swords, guns, and textiles. J.E. Palmer founded the Arrawana Mills once located here, which produced woven netting. Other factories upstream included several mills of the Russell Manufacturing Company. At one time the city's largest employer, this firm built other mill complexes on



CENTRAL FIRE STATION RENAISSANCE REVIVAL 1899



tributaries of the Connecticut south of the city.

These neighborhoods are representative of several eras of Middletown's social and cultural history. We attempted to identify a route through these neighborhoods that coincides with the development of the City. Middletown was founded on the banks of the river (in Area 1) and was settled during its Colonial era around the South Green and along Main Street (Areas 2, 3, and 4).

As the City prospered during the 19th century, a fashionable residential neighborhood developed between Broad and High Streets (Area 5); the 19th century also saw the establishment of Wesleyan University (Area 6). The Coginchaug River (Area 7) provided the waterpower fueling the mills of the industrial revolution. The mills that existed in the area of Palmer Field are long gone, but the site will be the location of interpretive stations that depict this era and lead to fine examples of these mills that still exist nearby.

The immigration that helped Middletown assert itself as a modern city during the machine age occurred during the later half of the 19th century and the first half of the 20th century. This important chapter of Middletown's history will be the focus of the North End (Area 4).

The second technique or tool used to gain a better insight into the resources of the study area and to identify the best route for the trail was the Route Selection Matrix.

We evaluated streets within the area by first establishing a set of criteria or attributes. We then ranked each street for each attribute using a scale of one through five (where one is the lowest ranking). This process revealed the relative value of the street in accordance with the visual, historical, environmental and functional objectives of the trail. The attributes considered were:

1. **Pedestrian safety:** Handicapped accessible sidewalks, and whether pedestrian crossings are signalized or occur at low-traffic corners.
2. **Quality of architecture:** The architectural significance or interest of the buildings along the route.
3. **Historical structures:** The historical significance of the buildings along the route.
4. **Cultural significance:** Places that are important to the cultural history of Middletown (e.g. the South Green, Wesleyan University, etc.).
5. **Environmental importance:** Areas of environmental interest or special concern should be incorporated into the route

Route Selection Matrix

Attributes of Street Section	Main St. north	Main St. south	Washington St. west	Washington St.	Union St.	Church St.	College St.	Court St.	Broad St.	Pearl St.	High St.	Cross St.	Wyllis St.	Mt. Vernon Street
Pedestrian safety	2	3	2	3	3	4	3	3	4	4	3	2	4	4
Quality of architecture	3	5	1	5	1	4	1	3	3	2	5	2	3	3
Historical Structures/Sites	3	5	2	5	1	3	1	4	3	1	5	2	2	1
Cultural/Social/Ethnic import	5	5	3	5	1	5	2	3	2	2	5	2	2	3
Environmental import	1	1	1	1	4	1	1	1	1	1	1	1	1	1
Intimacy of streetscape	1	1	1	2	1	3	2	2	1	4	3	1	5	5
Visually pleasing route	1	1	1	4	1	3	3	2	2	4	5	1	5	5
Canopy of street trees	1	1	1	3	2	1	2	2	1	2	4	1	3	3
Public buildings nearby	1	3	1	2	1	2	2	3	2	2	2	1	2	1
Adjacent to park/green	2	2	3	4	5	4	1	1	1	1	1	1	2	3
Sidewalks in good repair	4	4		4	3	3	4	3	4	3	1		3	3
Adequate lighting	5	5	3	3	3	3	3	3	3	3	3	3	3	3
Located on transit route	5	5	5	5	2	3	1	1	1	1	1	5	1	2
Close to main route or provides loop	5	5	3	5	5	5	5	5	5	3	5	5	5	5
TOTALS	39	46	27	51	33	44	31	36	33	33	44	27	41	42

Attribute Rank
High = 5
Low = 1



wherever possible including significant trees.

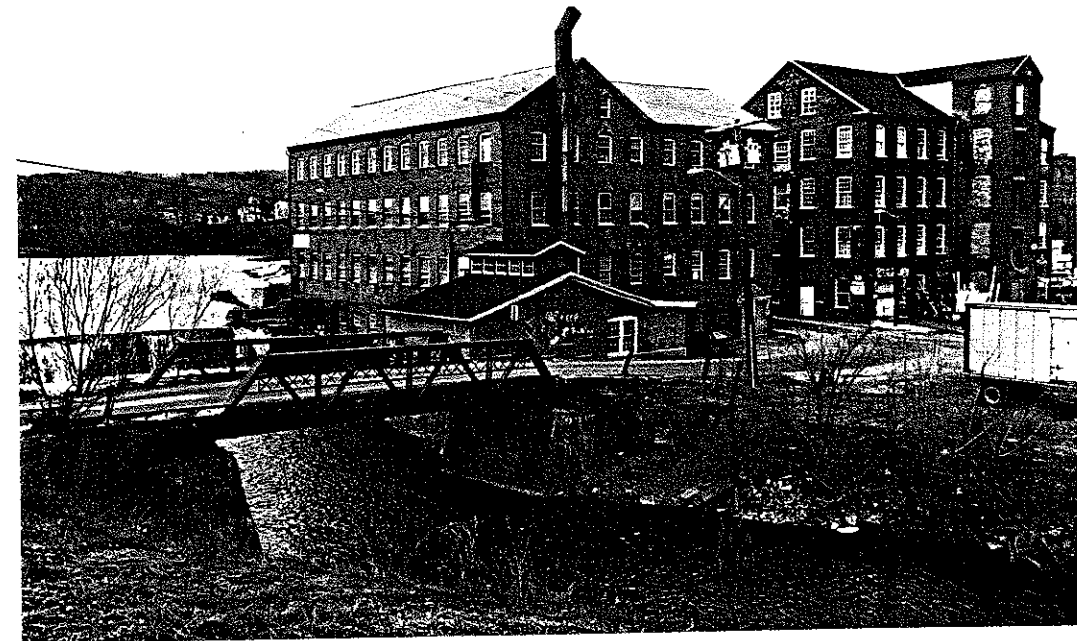
6. **Social/Ethnic import:** The cultural significance of the places along the route especially in respect to areas of ethnic interest or places that best depict the patterns of immigration.
7. **Intimacy of streetscape:** The combination of closely-spaced, and architecturally distinctive buildings, street trees and landscape elements (e.g. fencing, walls, hedges) all contribute to a sense of intimacy that evokes memories of by-gone eras.
8. **Visually pleasing route:** The route should avoid unattractive, utilitarian areas or uses such as industrial sites, truck dock areas, and parking lots.
9. **Canopy of street trees:** Mature street trees create more visually pleasing streets and increase the comfort of pedestrians.
10. **Public buildings nearby:** The route should take advantage of the location of public buildings in order to provide access to restrooms and to underscore the public nature of the trail.
11. **Adjacency to parks:** The trail should be considered a link between recreational facilities and parks, in a sense an urban greenway.
12. **Sidewalks in good repair:** Sidewalks should be safe and in

good repair. It may be necessary to reconstruct some sections of sidewalk along the route.

13. **Adequate lighting:** The trail is not intended for use during evening hours, however, since users may be on the trail at dusk, it is important to provide adequate lighting so that they may return safely to their starting point.
14. **Located on transit route:** The trail could be accessed more readily by the elderly and persons with disabilities if it were integrated with the existing routes of the Middletown Area Transit MAT).
15. **Close to main route/ provides loop:** It is the intent to create a trail that is easy to follow and interesting. Therefore, it is desirable to maintain a logical sequence and avoid having visitors "double-back" over the same section of trail.

IV. Recommended Route

By comparing the results of the overlay analysis and the Route Selection Matrix, we were able to determine where the greatest concentration of resources were located and how best to meet the functional and practical needs of the trail.



STARR MILL: RUSSELL MANUFACTURING COMPANY 19TH CENTURY
INDUSTRIAL c.1812 REBUILT c.1800



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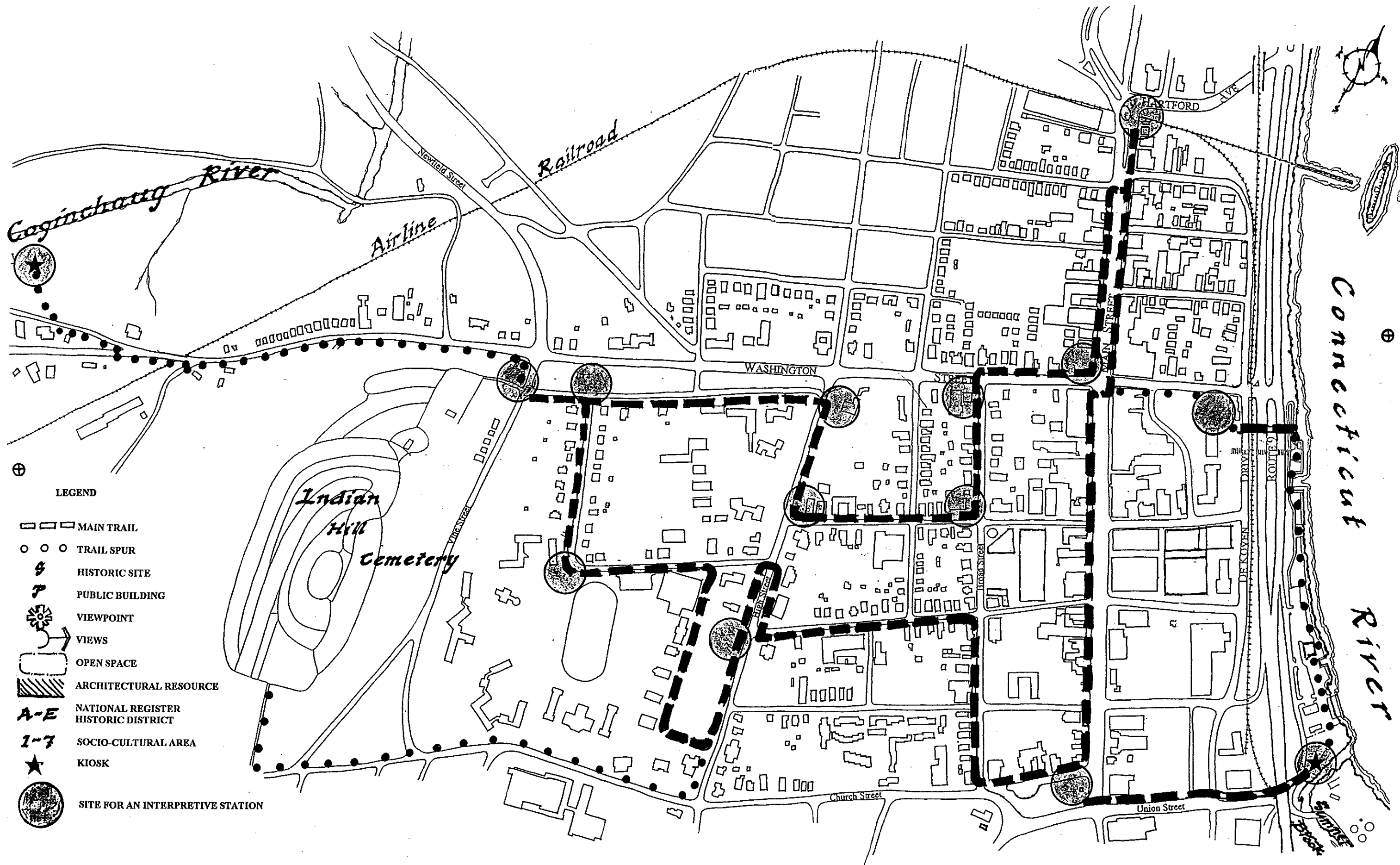
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STARR MILL: RUSSELL MANUFACTURING COMPANY 19TH CENTURY
INDUSTRIAL c.1812 REBUILT c.1800





Recommended Trail

We then connected these resources in a manner that would result in a cohesive and logical walking tour. This optimal route is reflected on the plan entitled "Recommended Trail."

The main loop of trail is 17,600 feet in length. It not only connects the best resources of the project area and traverses the best streets but also connects the seven neighborhoods "discovered" during the socio-cultural analysis.

The trail will be color coded so that each neighborhood will be highlighted. This will allow people to associate the patterns of development of the City with the eras of its history. It will provide convenient reference points and make it easier to enjoy segments of the trail over two or more days without losing perspective of the whole trail.

Connecting these neighborhoods without traversing relatively lengthy areas that ranked low on the Route Selection Matrix was not always possible. Four problematic areas were noted:

1) The area between the riverfront and the South Green traverses uninteresting areas of Union Street. This portion of the trail may be temporary since it is preferential to connect the riverfront to the City's core by crossing Route 9 at a point

near the deKoven House and City Hall.

While there is an existing pedestrian tunnel that provides this preferred pedestrian link, it has several significant drawbacks:

- It is not accessible to the handicapped.
- Its narrowness and subterranean nature make it unwelcoming.
- People feel insecure in it because it is out of sight of police surveillance and nearby streets.

A pedestrian bridge over Route 9 in the area of the deKoven House has been discussed by City officials as an alternate access to Harborpark. This proposed bridge would:

- provide the most direct and enjoyable connection to the riverfront;
- would be visible to potential tourists traveling along Route 9; and
- would provide immediate access to the waterfront from the municipal parking areas near City Hall.

The construction of this bridge should be pursued as the best solution to reconnecting Middletown to its waterfront.

2) The connection of the north end of Main Street to Riverside Cemetery requires that visitors walk in close proximity to the heavy traffic on Hartford Avenue. Additionally, the



RICHARD ALSOP IV HOUSE GREEK REVIVAL/ITALIANATE 1838-1839



sidewalks leading to this historically significant cemetery are sub-standard.

3) The connection of Veterans Memorial Green to Palmers Field. This section of Washington Avenue (Route 66) is uninteresting and poses a safety risk since it has heavy traffic traveling at a high rate of speed.

4) The connection of the main portions of the trail with Indian Hill Cemetery and the original site of the African Methodist Episcopal Zion Church (the third A.M.E. church of its type in the country, known for its anti-slavery activism in the 19th century). This connection is weak because of its distance from the main portions of the trail.

These problematic areas could be addressed by excluding them from the main portion of the trail. They could be identified as spurs of the trail that may be accessed by car or bus or that could be developed at a future date as additional funds become available.

V. Design Concept

The design of the trail should be simple and appeal to visitors' curiosity

as well as their visual sensitivities. This approach avoids the temptation to mimic an architectural style that evokes only a short period of Middletown's

eclectic architectural history or is representative of only a specific area of the city.

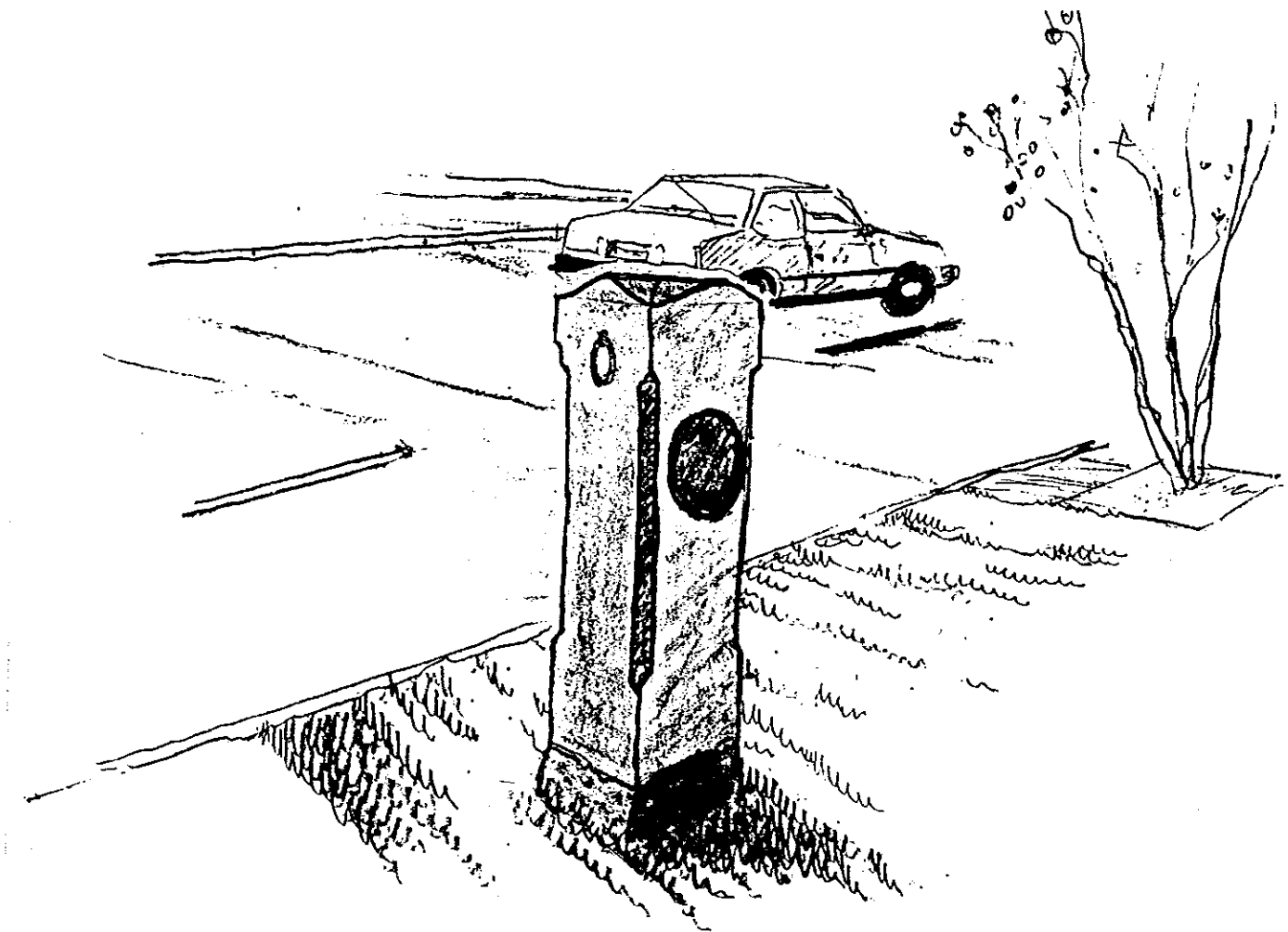
Some site improvements are necessary to provide comfort, to meet functional

needs at the trail's termini, or to attract attention. However, urban streetscape improvements, such as period benches or ornamental lights, are not appropriate for the entire length of the trail. Such improvements located in the residential neighborhoods would be conspicuous and out of character.

The trail's design should be deferential to the historical, cultural and natural aspects of the route. A visitor should be enticed to experience the nuances of each step of the route and not be led from point to point by elaborate furnishings or trendy improvements.

In keeping with this design criteria of simplicity, unifying themes, and functionality, a system of trail markers was developed to identify the trail.

- Design Criteria**
- ❖ *Use unifying themes that reinforce regional identity.*
 - ❖ *Appeal to visitors' curiosity and to their visual sensitivities.*
 - ❖ *Design for simplicity.*
 - ❖ *Provide landscape improvements only for comfort or to meet functional needs.*



The concept calls for the fabrication and placement of approximately 12 simple stone bollards or posts (similar in line and profile to a hitching post) at significant "stations" along the route. A "station" would be a key location for an interpretive narrative that would explain the architectural, historical, cultural, social or environmental significance of that place.

The narrative could raise and answer, or lead visitors to seek answers to, questions such as:

- *What role did shipping along the Connecticut River play in the early prosperity of Middletown and when and why did shipping become less of an economic force?*
- *What economic conditions provided the resources for the construction of the mansions on High Street?*
- *What technological achievements and market forces precipitated the construction of mills along the Coginchaug River? How did the resulting industrialization and immigration of workers affect the make-up of Middletown's population?*
- *What are the cultural and social repercussions of the rise of the influence of Wesleyan University?*
- *How does the canopy of this 200 year old Oak affect the*

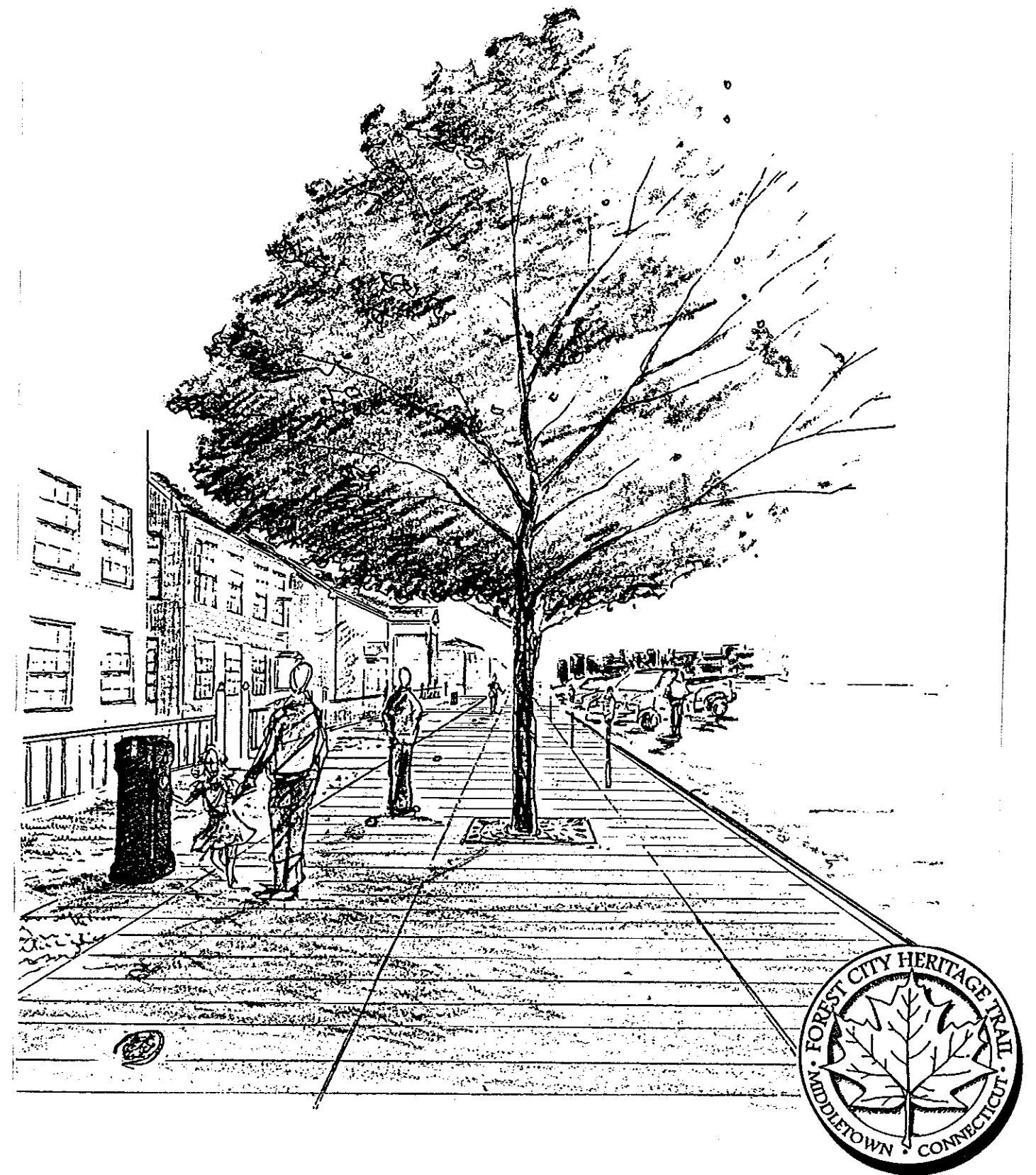
*microclimate of the sidewalk?
(How large was this tree
during the great blizzard of
1888?)*

Each station would not be inscribed with such questions and answers (it would be costly to do so and would require a large surface area); rather, it would exhibit a plaque. The plaque would depict an image of the interpretive experience, a short phrase summarizing the experience, and a number identifying the station. The number would be keyed to a narrative in a brochure (trail guide) and in a tape recorded message.

This narrative would be an important element of the trail and would be authored to create a captivating story. It would maintain a sense of anticipation to induce visitors to proceed to the next station.

In addition to the plaques on the interpretive station bollards, a series of smaller metal castings will be created to depict the City's history and culture in amusing "snapshots". The castings will include only a simple graphic that imparts a cryptic message. A visitor will be compelled to refer to the trail guide (and/or taped messages) for an explanation of the person, place or event that the casting alludes to.

The message should relate to an anecdotal, and perhaps humorous, aspect of the history of Middletown.



They will be placed intermittently on the sidewalks or mounted to buildings. On sidewalks, the casting will be round and approximately six inches in diameter. They will be inlaid flush by coring a hole in the concrete. If mounted to a building, the casting will be the size of a brick (approximately four inches by eight inches)

The images on the castings will be in relief, adding to their appeal. Children could make rubbings or plaster castings of them as souvenirs.

The intent of these whimsical, cryptic, messages is to make the trail more unexpected and fun. Visitors will try to "second-guess" the message and will be prompted to seek more information on the person, place, or event.

There could be 60 such castings along the route. Suggested graphics for the castings appear on this page and on the following pages.

The route of the trail would need to be identified to lead visitors to the interpretive stations and provide a subtle, yet recognizable and easily followed trail. We recommend a low-key, non-intrusive method. Possibilities that were explored included creating a continuous ribbon of metal that would be inlaid into sidewalks and installing a colorful, distinctive curb along the route. These solutions have proven infeasible due to

practical considerations of cost and maintenance.

The proposed solution calls for the installation of metal medallions cast with a custom motif. The suggested motif of the leaf is depicted in the corner of this report. The medallions will be circular and approximately four inches in diameter. They will be placed at regular intervals by coring into the sidewalks, removing the concrete and inserting and securing the medallion in a concrete bed. The interval of placement is recommended at one medallion every 15 to 20 feet.

VI. Project Implementation

A. Environmental Concerns/ Permits and Approvals

The recommended route of the trail takes advantage of existing sidewalks to reduce its development costs. There is minimal, if any impact to natural areas or wetlands. It is our belief that the project will not require approvals from the City's Inland Wetlands Commission or from any State environmental permitting agencies.

The City's Planning and Zoning Commission, the Police Department and the Harbor Commission will need to be consulted on the plans and may require that the project be subject to public hearings to allow for formal review and comment by the public.



B. Project Costs

The costs of the trail are detailed in the Cost Estimate (see Appendix). For the 17,600 feet of trail that is shown on the "Recommended Trail" map, the costs will be approximately \$148,000 inclusive of all interpretive stations, plaques, trail markings, improvements at the trail's termini, and design fees.

The projected costs are based on assumptions as to the number of interpretive stations and markers. Other trail related costs such as sidewalk upgrades, handicapped ramps and lighting cannot be fully determined at this time. We are providing a contingency expense of 25% to cover these unforeseen costs and to allow for inflation.

C. Project Funding

Several sources to consider for funding are outlined below. The availability of these funds should be confirmed during the course of project development. A combination of sources should be targeted to maximize the available moneys to construct the trail.

Project phasing, in response to budgetary constraints, should be considered during the design of the trail. In addition to financing design and construction costs, funding should

be sought to offset future operating and maintenance costs of the trail.

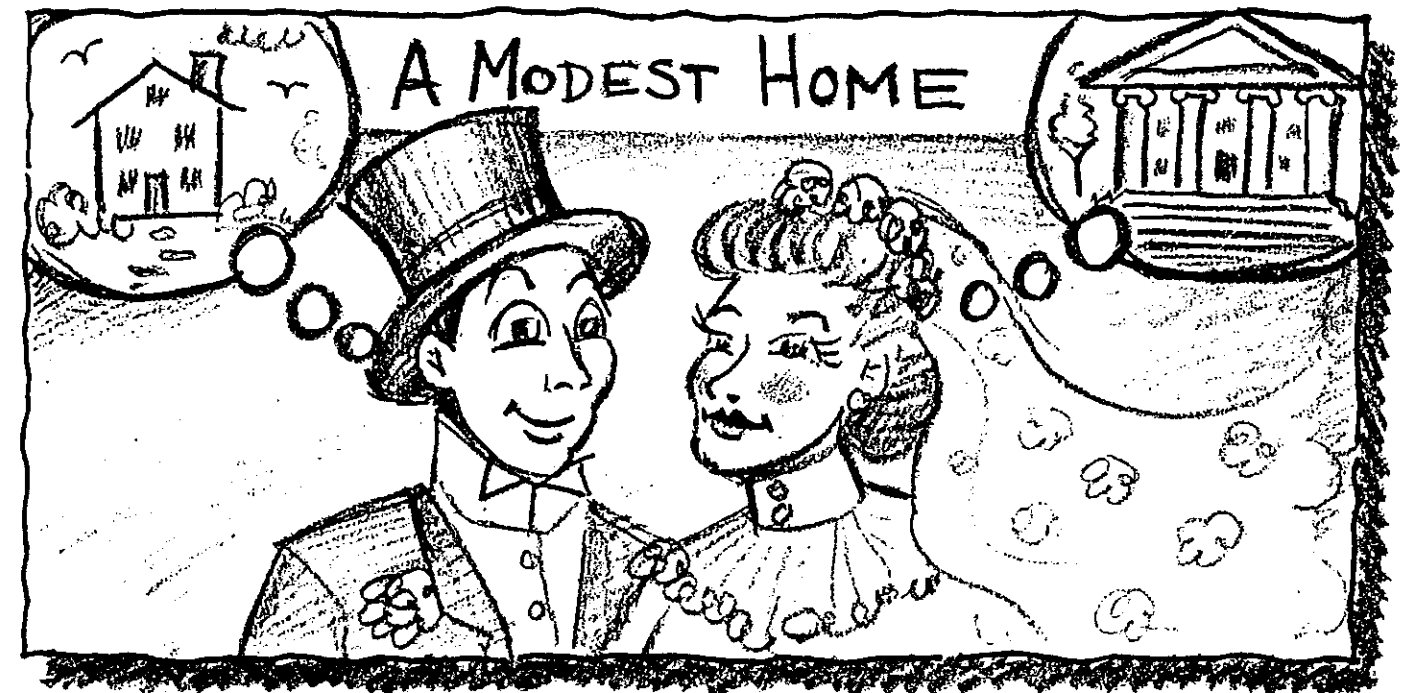
The following list includes traditional sources of funds from external sources, and potential private and public programs and funding mechanisms.

1. **Connecticut River Trust** - funds made available for enhancements to the riverfronts.
2. **CTDEP Municipal Assistance Programs:**

CTDEP Recreation Resources Grant - utilizing a municipal/State matching formula of 60%/40%.

CT Outdoor Recreation Fund (CORF) - also known as the Municipal Outdoor Recreation Fund; a State program funded by legislative bond authorization; 60%/40% matching (municipal/state); requires project completion prior to request for reimbursement.

Land and Water Conservation Fund (LWCF) - Federal Program (50/50) administered by State DEP, BOR, Land Acquisition and Management Division; minimum of 25% must go to municipal outdoor recreation projects. Project sponsors could be reimbursed by the State for 25% of total project



cost resulting in only a 25% cost to the municipality.

Urban Park and Recreation Recovery (UPARR) - Moneys must be used for rehabilitation of existing parks or for planning of such projects. The Harborpark portion of the Trail project could qualify for these funds. Fund matching shares are as follows:

Rehab. Projects -70% Fed/ 30% Town

If State Participates -85% Fed/ 15% State/ 0% Town

Planning Projects - 50% Fed/ 50% State

(This program, as of this date, is not officially funded from Washington)

Recreation and Natural Heritage Trust (RNHT) - for purchase (acquisition) only and preservation of open spaces and unique properties to enhance local open space areas or increase municipal recreational opportunities. Land remains in possession of DEP but towns may participate as 20% minimum dollar contributors (not a match or grant program) to stretch funding.

3. **Intermodal Surface Transportation Efficiency Act (ISTEA)** -Provided funding is reauthorized by State beyond FFY 1996-1997 (soon to be exhausted) this

program would be a good source of funds for many of the trail components. 80/20 Congress/ municipality ratio.

4. **Local Funding Sources:** Several local funding sources to be considered:

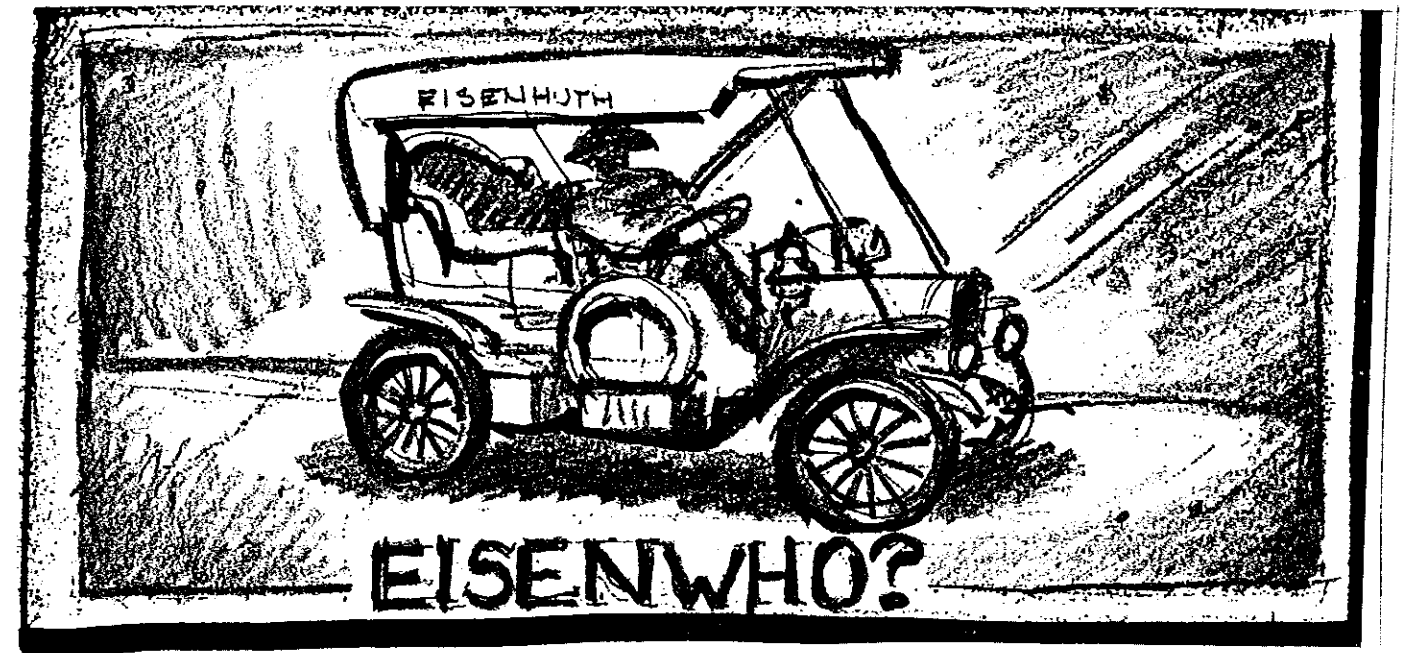
Creation of "Benefits Zones"- Businesses or users who benefit directly (i.e. shops, restaurants, etc.) from the trail would pay "membership dues" to supplement maintenance efforts.

Contributions from private foundations, individuals, or businesses - usually requires permanent public recognition of donations, such as plaques, etc.

Program Funding - funding for specific purposes. Usually pays for organizational staff and event costs.

Fund Raising Activities -one suggested activity is to fabricate extra trail medallions and offer them for sale as coasters or momentos.

In-kind Donated Services/ Materials - utilizes local service clubs, volunteers, business, and other organizations for construction and maintenance of selected components.

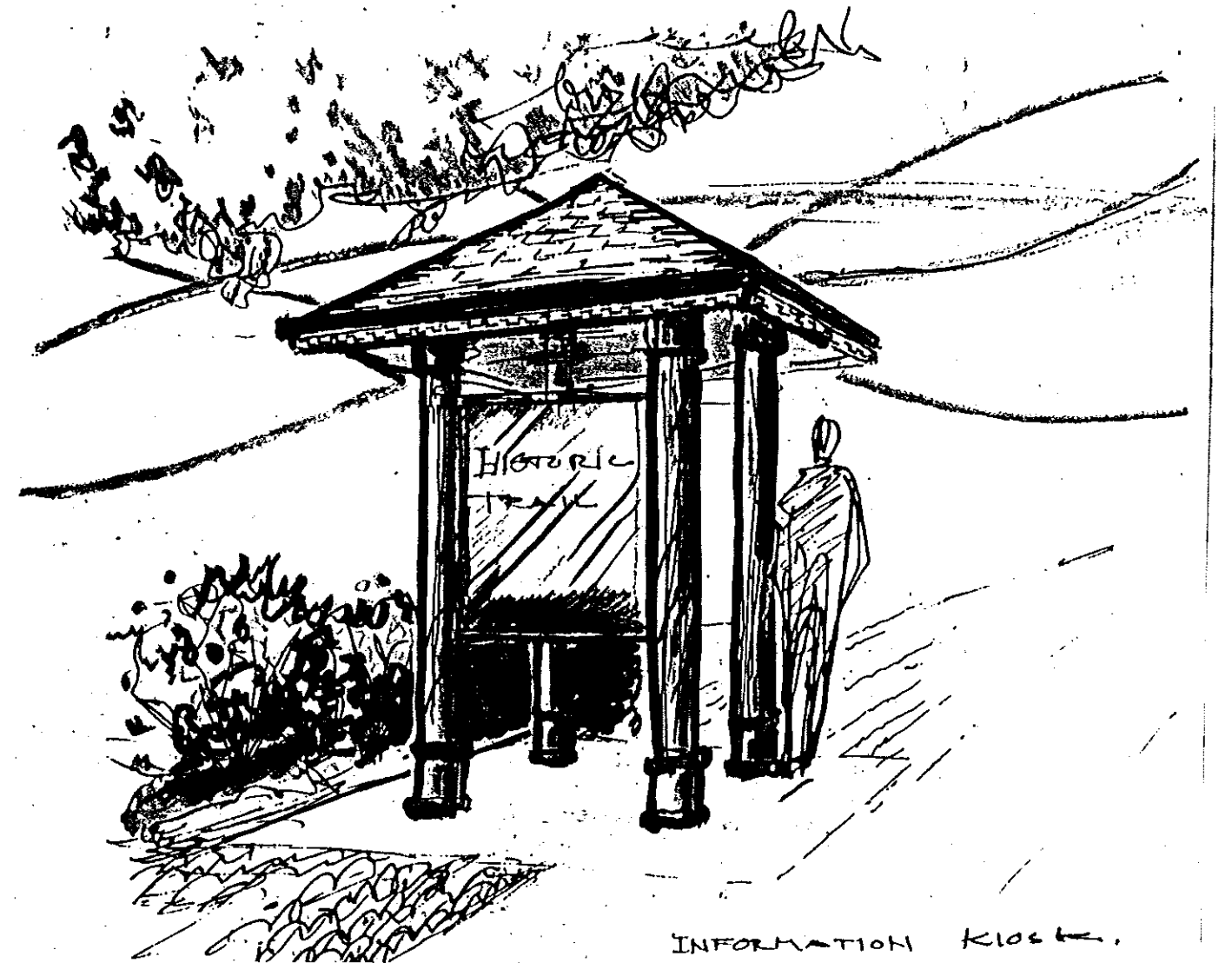
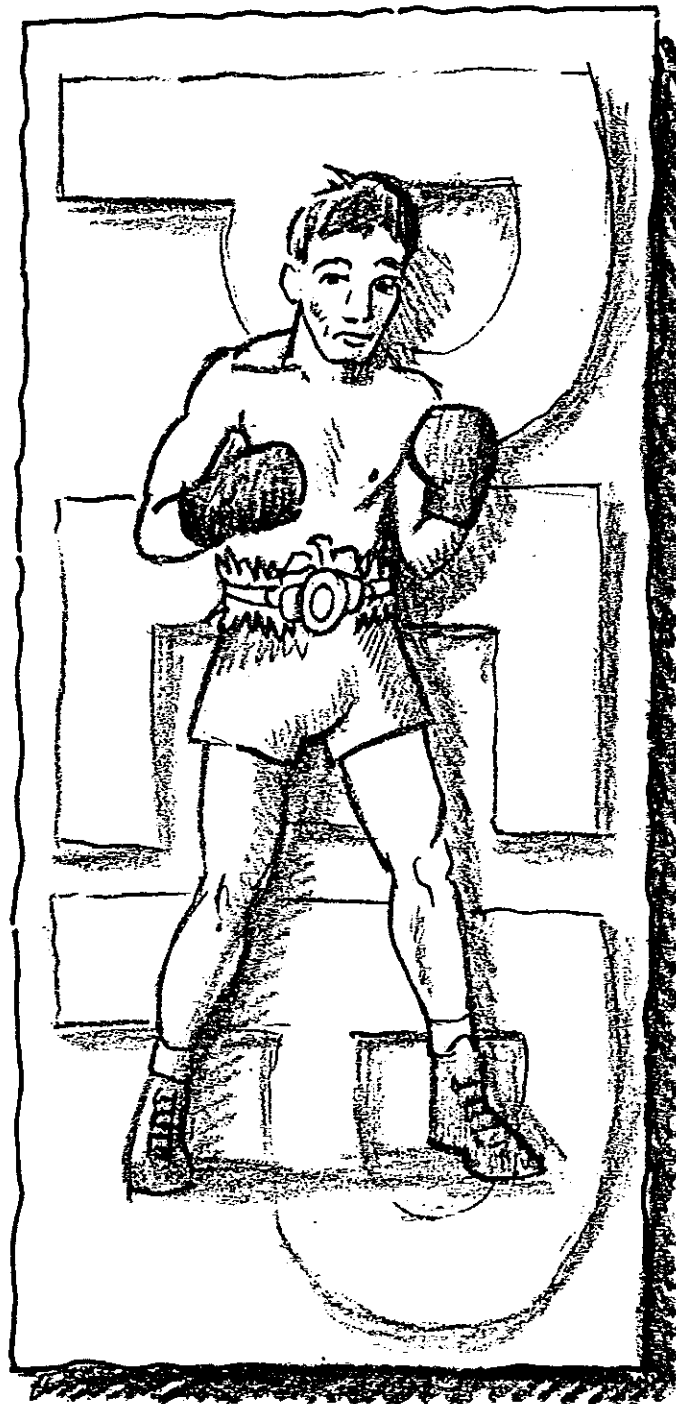


VII. Conclusion

The information kiosks, interpretive stations, and whimsical castings are unified by the route identification medallions. Together with the trail guide, they make up the proposed Forest City Heritage Trail. These components are intended to create an evocative, stimulating, and fun trail that will fulfill the objectives of educational and cultural enrichment, promotion of the City, and recreation.

The trail will reinforce Middletown as the cultural center of the region and will pay tribute to its past. It will cast light on how ordinary and extraordinary people and events have influenced and are still influencing our lives.

To paraphrase Cicero, it will *"...illumine reality, vitalize memory, provide guidance in daily life, and bring us tidings of antiquity"*.



INFORMATION Kiosk.



XI. Appendices

APPENDIX A

SELECT LIST OF HISTORICALLY OR ARCHITECTUALLY SIGNIFICANT SITES

472 Main Street. PENNY PRESS BUILDING. ca. 1873. Mid-19th Century Italianate Commercial.

533 Main Street. CENTRAL FIRE STATION. 1889. Renaissance Revival. This building with its classic elements such as pilasters, arched windows and swaggery, is executed in Pompeian brick on the facade. The building continues to serve as a fire station accommodating two trucks, despite the fact that it was originally built to hold horse-drawn fire coaches. The last public building remaining on Main Street, it serves as a reminder of the days when Main Street was the location of other such structures.

560-575 Main Street. LAWTON AND WALL BLOCK. ca. 1870. Italianate Commercial.

598-614 Main Street. HOTCHKISS BLOCK. 1894. Late 19th century commercial.

601-607 Main Street. ARRIGONI HOTEL (now known as the Arriwani Hotel). 1914. Colonial Revival.

625-631 Main Street. ARTHUR MAGILL JR. HOUSE. c. 1820. Federal/Greek Revival.

738 Main Street. O'ROURKE'S DINER. Early 20th century. Art Deco. Erected on this site in 1947, this diner is patterned after a railway dining car of the early 20th century.

King's Avenue, corner of Main Street. TROLLEY BARN. ca. 1894. This late 19th century industrial building was built to house the trolleys of the Middletown Street Railway.

544 Main Street. SOUTHMAYD-KRENZ BUILDING. 1872. Picturesque eclecticism. Originally part of a five building commercial block, this structure is notable for its facade made of cast iron.

613-617 Main Street. The distinguishing features of this brick and brownstone commercial block are its four projecting bays, the brownstone lintels and the highly decorative cornice at the roofline.

631 Main Street. Late Federal Style in transition to Greek revival.

64 Liberty Street. SAMUEL BABCOCK HOUSE, ca. 1855. Italianate style. This house originally stood on Main Street near Liberty Street. It was moved to its present location in 1927.

THE SOUTH GREEN. (Union Park). The Green has played a historically important role in the development of Middletown. Some of Middletown's wealthiest citizens settled here, including the Revolutionary War hero, Return Jonathan Meigs, whose home stood at the intersection of Pleasant Street and Crescent Street. During the latter part of the eighteenth century, the founding of the Episcopal Church in America took place on the Green itself. This first Episcopal Church, located at the Eastern end of the Green, and many other eighteenth century buildings in the area, were destroyed during the nineteenth century. Their replacements, however, offer many fine examples of late nineteenth century architecture. An open public space from the time of settlement, the Green was first landscaped after the Civil War as Union Park. In the colonial period, the sticks and gallows might be found here as well as the townhouse and the pound for cattle and swine. Although some land was lost when the streets were realigned in the late '70's, the Green appears today much as it did when the paths were laid out and trees and grass planted in 1874. Among the many fine buildings that surround the Green are the distinguished Gothic Revival South Congregational Church, the Mather-Douglas Mansion and the Adath Israel Synagogue.

15 Pleasant Street. Second Empire Style. The most interesting features of late nineteenth century building are its mansard roof, wide brownstone foundation, second floor railing, and detailed "peacock's tail" cutwork in the frieze.

21 Pleasant Street. JOSEPH ROCKWELL HOUSE. ca. 1750. Colonial Style. This house is one of the last eighteenth century structures in the area.

33 Pleasant Street. Picturesque eclecticism

71-83 Crescent Street. CRESCENT STREET ROW HOUSES. #77-83 built 1866-67. Picturesque eclecticism. In addition to their importance as the first attempt to bring a distinctly urban architecture to Middletown, the buildings are notable for the characteristics of elegance.

208 College Street. JOSEPH HALL HOUSE. ca. 1765. Colonial Style. This house, with its gambrel roof and central chimney, originally stood on High Street and was moved to its present location in 1830.

183 Court Street. Masonic Meeting Place. ca. 1886. Italian Renaissance Revival.

250 Court Street. J. PETERS PELTON HOUSE. 1883-84. Stick style.

264 Court Street. HASKELL-VINAL HOUSE. 1873-74. Second Empire Style.

271 Court Street. SAMUEL BREESE HOUSE. ca. 1834. Greek Revival.

273 Court Street. OLIVER D. BEEBE HOUSE. ca. 1814. Federal Style.

289 Court Street. ELIHU W. N. STARR HOUSE. 1841-2. Greek-Revival-Italianate Transition.

190 High Street. DAVID W. NEALE HOUSE. 1854-56. Greek Revival-Italianate Transition.

208 High Street. BAILEY-SIBLEY HOUSE. ca. 1828. Federal Style. Originally built to face William Street, which was laid in 1825, this building was turned and moved to its present location in 1873.

WESLEYAN UNIVERSITY. College Row. The earliest buildings of the Wesleyan University campus were all of brownstone and were built between 1824 and 1872.

ORANGE JUDD HALL OF NATURAL SCIENCE. 1869-72. Second Empire Style. This building is said to be the first college building in the country to be devoted entirely to the study of science.

'92 THEATER/RICH HALL. 1866-68. Gothic Revival Style. Originally built as a library.

MEMORIAL CHAPEL. 1868-71. Gothic Revival Style.

SOUTH COLLEGE. 1824-25. Federal Style. Belfry added in 1916 by Henry Bacon. This is the oldest building on the University campus and was built for Captain Partridge's American Literary, Scientific and Military Academy, Wesleyan's predecessor.

NORTH COLLEGE. 1824-25. Federal Style. Destroyed by fire and rebuilt in 1906-07. This building was also completed for Captain Partridge's Academy.

255 High Street. FIRST PRESIDENT'S HOUSE 1837-38. Greek Revival Style. Built to serve as a home for Wesleyan's first president, Wilbur Fisk. Page 4

89-92 Broad Street. CRANDALL-CORNWELL HOUSE. 1840. Greek Revival Style.

93-97 Broad Street. WILLIAM H. ATKINS HOUSE. 1840. Greek Revival Style.

101 Broad Street. ENOCH C. FERRE HOUSE. ca. 1839. Greek Revival Style.

109 Broad Street. SAMUEL STEARNS HOUSE. ca. 1850. Late Greek Revival Style.

119 Broad Street. RUSSELL LIBRARY. 1834. Greek Revival Style. Remodeled and Gothicized in 1874. This building, constructed by an important builder in the period, is an early example of adaptive re-use. Built as Christ Episcopal Church, the property was later purchased by Mrs. Samuel Russell and converted into a library in the memory of her husband.

163-65 Broad Street. WILLIAM S. CAMP-EDWIN STEARNS HOUSE. ca. 1835. Greek Revival Style.

113 College Street. MIDDLESEX OPERA HOUSE 1892. Picturesque Eclecticism. The first entrance to this building was through the Middlesex Mutual Assurance Company at 179 Main Street. At one time the Middlesex Opera Company boasted the largest stage between New York and Boston and was the scene of many performances by John Philip Sousa and other turn of the century artists. Directly east of the building is the old firehouse.

138 College Street. BENJAMIN HENSHAW HOUSE. 1755-56. Colonial Style.

148 College Street. FIRST RANDOLPH PEASE HOUSE. ca. 1822. Federal Style.

151 College Street. SECOND RANDOLPH PEASE HOUSE. ca. 1830-37. Greek Revival Style. The building was remodeled and converted into a church around 1916.

269 High Street. COITE-HUBBARD HOUSE. ca. 1856. Italian Villa Style. This house is an excellent example of the symmetrical villa plan.

281 High Street. CHARLES G. R. VINAL HOUSE. ca. 1875. Late Italianate Style. Architect: possibly Henry Austin.

301 High Street. RICHARD ALSOP IV HOUSE. ca. 1836-38. Greek Revival/Italianate Transition. The building is open to the public and the principal rooms are furnished with period furniture.

318 High Street. EDWARD A. RUSSELL HOUSE. ca. 1841-42. Greek Revival Style.

327 High Street. DUANE BARNES HOUSE. ca. 1847-48. Gothic Revival Style. An exquisite brownstone Gothic Revival Cottage.

343 High Street. THOMAS MacDONOUGH RUSSELL HOUSE. 1901-02. Classical Revival Style.

465 High Street. E. B. STRONG HOUSE. ca. 1873-74. Picturesque Eclecticism Style. One of the most notable features of this dwelling is the exterior woodwork.

73 Pearl Street. GAYLORD-RUSSELL HOUSE. ac. 1813-15. Federal Style.

484-494 Main Street, Caulkins and Post Building, 1889-1890. Commercial with classically detailed cornice and storefront. One of the first "modern" stores in Middletown.

502-508 Main Street, Ward-Cody Building, 1889-1890, Victorian Commercial. North Storefront in original condition with curved glass windows.

545-549 Main Street, Scotch Evangelical Church, 1856, used as church until 1870, considerably remodeled.

696-700 Main Street, Applequest Block, 1898, Victorian Commercial, projecting pavilion with terra cotta decoration.

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108-110 Washington Street. WETMORE-STARR HOUSE. ca. 1735. Colonial Style.

116 Washington Street AARON PEASE HOUSE. ca. 1830. Federal Style in transition to the Greek Revival Style.

140 Washington Street. ELIJAH HUBBARD ROBERTS HOUSE. ca. 1825. Greek Revival Style.

150 Washington Street. CAPTAIN GEORGE PHILLIPS HOUSE. ca. 1750. Colonial Style.

190 Washington Street. D. LUTHER BRIGGS HOUSE. 1891. Queen Anne Style.

202 Washington Street. WETMORE-WEEKS HOUSE. ca. 1755. Gothicized ca. 1839. Georgian-Gothic Style.

40 Main Street. CONSTANCE KIRKLAND HOUSE. 1752-53. Colonial Style.

70 Main Street. JOHN R. WATKINSON HOUSE. ca. 1810. Federal Style. This building originally faced Main Street and has been relocated to become the north building of the Armory complex.

291 Main Street. U. S. POST OFFICE. 1916. Academic Eclecticism-Renaissance Revival. The staid classicism of this building is characteristic of the public buildings constructed during the early twentieth century.

Pleasant Street. SOUTH CONGREGATIONAL CHURCH. 1868. Gothic Revival Style. Typical of the Main Street churches erected following the Civil War, this church displays trademarks of the Gothic Revival Style popular in the mid-19th century.

48 Main Street. CHARLES BOARDMAN HOUSE. 1753. Center chimney colonial. As the only Colonial house on Main Street which remains on its original lot, the Boardman house is representative of the earliest residences on the street.

The houses at 49, 61 and 73 Main Street were moved to their present locations in 1977 by John Reynolds, a local preservationist. They were relocated from downtown areas slated for demolition under urban renewal. These homes are representative of the residences that would have appeared on Main Street in the late 1700's.

70 Main Street. JOHN R. WATKINSON HOUSE (NATIONAL GUARD ARMORY). ca. 1810. Federal Style.

93 Main Street. BAPTIST CHURCH. 1842. Greek Revival Style.

151 Main Street. OLD MIDDLESEX MUTUAL BUILDING. 1867. Renaissance Revival Style. This building was erected by Middlesex Mutual Assurance, one of Middletown's oldest institutions.

203-207 Main Street. UNIVERSALIST CHURCH. 1839. Greek Revival Style. Another example of a Greek Revival structure, this church has a "temple front" and was originally topped with a two-tiered bell-tower.

360 Main Street PYTHIAN BUILDING. c. 1874, remodeled 1938. Modern Commercial Style.

381 Main Street. HOLY TRINITY CHURCH. 1871-74. Gothic Revival Style. Like the SOUTH CONGREGATIONAL CHURCH, this church reflects the post Civil War prosperity which influenced the erection of large institutional buildings in the Gothic Revival style. Built of local brownstone.

420-422 Main Street. SHELDON BUILDING AND FAGAN'S BUILDING. ca. 1867. Mid-10th Century Commercial Italianate Style.

428 Main Street. WOOLWORTH'S. 1939. Commercial Art Deco Style. This two story building was built by Woolworth's 5 & 10 Cent Store.

460-470 Main Street. STEUCK'S BLOCK. C. 1893. Late 19th Century Commercial Style.

CAPTAIN BENJAMIN WILLIAM'S HOUSE, 27 Washington Street (1791-1797)

Known today as deKoven House, it was built by a sea captain active in the West Indies trade during Middletown's hey day as the largest port between New York and Boston. Later owners included Henry deKoven, and Clarence Wadsworth. The latter man was a major philanthropist in Middletown.

ST. JOHN'S ROMAN CATHOLIC CHURCH, 9 St. John's Square, (1852)

The centerpiece of a complex consisting of a school (1887), rectory (1864) and convent (1872), this church for one of the earliest Catholic parishes in Connecticut serves Middletown's Irish-American community, the first major immigrant group to come here. Many Irish worked in the quarries across the river in East Middletown (now Portland) and the church was built with brownstone donated by the quarry owners. Leading Middletown families also contributed. The land was willed to the parish by Henry deKoven and Mrs. Richard Alsop, a Swiss Catholic who donated money, is buried in the graveyard behind the church.

RIVERSIDE CEMETERY (1650)

The first burying ground in Middletown laid out in 1650, it was the only cemetery in use until 1713. Graves include those of an early settlers and two black slaves.

NORTH END MEETING HOUSE (1799)

Originally located further south on Main Street between College and Court streets, the 1799 building was the fourth meeting house for the established Congregational Church,

which until 1818 was the official religion in Connecticut. Abandoned by the Congregationalists when they built a new church on Court Street, the building was deconsecrated and moved to its present location in 1873 by teams of oxen. Legend has it that there was no room to turn it around so the front of the church is now at the rear of the lot. The rest of the building, complete with a Palladian window which lit the pulpit, now faces Main Street.

MATHER-DOUGLAS MANSION, 11 South Main Street (1811-13)

The mansion, saved from demolition and restored in the 1980's, faces the Green from the west. It is best known as the home of Benjamin Douglas, a leading abolitionist, mayor of the city from 1850 to 1856, and lieutenant governor of the state in 1861-2. In the twentieth century, it was also the home of Leo B. Santangelo, Middletown's first Italian-American mayor, who was elected in 1934. In the 19th century Middletown was a major center on the "Underground Railroad," so-called because it was a secret and illegal transportation network for carrying former Southern slaves north to freedom, not because it was actually underground. Although the location of "safe houses" was rarely known, it was likely that Douglas opened his home as a station on the way to Canada, where many found refuge. The cause was not universally popular. The first meeting of the anti-slavery society here, held at his factory, the W. and B. Douglas Pump Works, then located at Broad and Williams Street, was disrupted by an attack from a pro-slavery mob.

AFRICAN METHODIST EPISCOPAL ZION CHURCH. 140 Cross Street (Founded in 1828)

Located in a neighborhood that historically was home to the free black community in Middletown, the present church is a replacement for an earlier 1830 building on this site. It was moved here in the 1920's from its original location near the present-day Science Center at Wesleyan University. Known as "Freedom Church" for its anti-slavery activism, A. M. E. was the second church of its type in Connecticut and the third in the country. Jehiel Beman, its first minister, his wife Clarissa, and his son, the Rev. Amos Beman, were leaders in the national black abolitionist movement.

ADATH ISRAEL SYNAGOGUE, 48 Church Street (1928)

Although there had been Jews in Middletown in the late eighteenth century, most Jewish immigrants started arriving in the late 1870's, first from Germany and Austria-Hungary and after 1895, from Eastern Europe. Many became leading business and professional men in the city. Facing the Green from the northwest, this synagogue was the first permanent home for the Adath Israel Congregation. Before it was built in 1928, Middletown's Jewish Community met in several locations. Among them was the first *schul*, located in 1904 in a rented room over a grocery store on William Street. Adath Israel, incorporated in 1905 by the state, was an orthodox congregation with a school and synagogue in a Union Street

house. In 1942 Aduth Israel joined the United Synagogue Council in 1942 and became part of the Conservative movement.

ST. MARY OF CZESTOCHOWA CHURCH AND SCHOOL, 19 South Main Street

Although the present modern church (Hubbard Street) replaced an earlier Gothic Revival building which tragically was destroyed by arson in 1980, St. Mary's Church and School just South of the Green are still the heart of the Polish-American Community in Middletown. Poles came to the city between 1880 and 1920 and their descendants today comprise the second largest ethnic group. Most found employment in the expanding industrial economy, particularly at the Russell Mills or Wilcox Crittenden Company. Many had been farmers on the Old World and saved for the time that they could buy a farm in rural Middletown. Those who achieved that goal moved out of the city and brought new life to farms in Newfield, Westfield, Maromas, and even Middlefield. But they still returned to their church home at St. Mary's. Together with fraternal organizations, the St. Kasmerz Society of Polish Lancers and the Polish Falcons, it was dedicated to preserving Polish religion and culture. In 1905, Lancers in full-dress uniform with shakoed helmets proudly paraded with other organizations to welcome Teddy Roosevelt, one of the many presidents to visit Middletown.

GROUP OF RESTORED HOUSES NEAR SOUTH GREEN (48, 49, 61, 77 Main Street)

Rescued from demolition by a local preservationists in the 1980's, these houses were built between 1747 and 1837, with three dating from before the revolution. In their level of architectural detail they accurately reflect the wealth and sophistication of a period when merchants and shipowners strolled along Main Street in their powdered wigs and silk stockings with their wives in fashionable silk gowns.

GENERAL MANSFIELD HOUSE (Middlesex County Historical Society), 151 Main Street (1807-1810)

The general, whose impressive full name was Joseph King Fenno Mansfield, married the daughter of Samuel Mather, the builder of this house. A Civil War hero, he was killed in Antietam in 1864. The house was donated to the historical society by his descendants in 1959.

NATIONAL GUARD ARMORY, 70 Main Street (c. 1810 and 1921)

The north wing was an early house built for John R. Watkinson, an Englishman who came to Middletown in this period and developed the first water-powered textile mill on Pameacha Creek. Later his 1814 mill, which still stands on South Main Street, became the office of Wilcox Crittenden Company, nationally known producers of marine hardware. In the wake of World War I, National Guard Armories were established in all the major cities

of Connecticut. By 1921, the armory here was housed in the present expanded structure, with a new matching south wing and the old Watkinson house flanking a huge drill shed.

MAIN STREET FIREHOUSE, 533 Main Street (1896-1899)

Built in the late Renaissance Revival Style, the new firehouse was an ornament to Main Street and a monument to Civic pride. Carefully restored and modernized in the 1980's by the city, it still serves as fire department's headquarters. Although today modern fire equipment rolls out of the bays to respond to alarms, horse drawn pumpers and hook and ladder trucks were in use when the building was new.

CAULKIN'S GARAGE AND SHOWROOM, 489-492 Main Street (1905)

By 1900, the horse and buggy era was coming to a close. The horse-drawn trolleys running on the Main Street tracks had become electrified. Some of the gasoline powered bicycles and carriages that were soon tooting down Main Street were made right here in Middletown. The Keating Wheel Works on North Main Street had put an engine on a bicycle in 1897, a prototype motorcycle that was the first in the U. S. The building of Caulkin's as the city's first automobile showroom coincided with the production of the horseless carriages here. Although it eventually became a Buick- Cadillac dealership, custom made cars similar to Middletown's own Eisenhuth were sold and serviced at Caulkin's. The Eisenhuth Horseless Vehicle Company, founded in 1902 in the Keating building, produced 384 Eisenhuths between 1904 and 1906. Like most of its many competitors, it would soon be forced out of business when mass-produced automobiles made by Henry Ford came to dominate the market.

ST. SEBASTIAN'S CHURCH, 147 Washington Street (1931)

A replica of the church of the same name in Melilli, Sicily, this handsome church was lovingly constructed by Middletown's large Italian-American community. Many here can trace their roots to the more than 2000 Melillese who emigrated to Middletown. Among them were carpenters, stone masons, and laborers who donated their time to build this granite edifice and its Carrera marble interior. From here the annual *Festa di San Sebastiano* is held. This Melillese tradition, which dated back to the early 15th-century, was recreated in Middletown in 1908 and first held in the North End, the center of the early Italian community. Money raised in those fiestas helped build the church. Several Italian-Americans born in Middletown had a national reputation: Willie Pep (Papaleo), the world featherweight boxing champion, and Tony Pastor (Pestritto), who played saxophone in the Artie Shaw band.

RUSSELL LIBRARY, 119 Broad Street (1833, 1875)

Built in 1833 as an Episcopal church, the building was purchased and remodeled by Frances Russell, Samuel Russell's widow and donated to the city for a library. With an

addition for a children's wing and a major recent renovation, Russell library serves the greater Middletown area.

MIDDLESEX MUTUAL ASSURANCE COMPANY, 209 Court Street (1927)

One of the earliest insurance companies in the state, Middlesex Mutual Assurance was incorporated in 1836. The company, which moved from Main Street in 1927 to their new headquarters here, is now located across the street in its 1989 Post-Modern office tower, and is the city's largest single employer.

OLD MIDDLETOWN HIGH SCHOOL, 251 Court Street (1894-1896)

Middletown is noted for building the first high school in the state in 1840. Their second building was this exceptionally fine Romanesque Revival structure, now converted to an elderly housing. The earlier school was located on College Street on the site of Central School, also now a residential complex.

COLLEGE ROW, WESLEYAN UNIVERSITY (1824-72)

The earliest brownstone buildings here (North and South College) were constructed for Captain Partridge's American Literary, Scientific and Military Academy in 1824. Partridge, although a West Point graduate, turned out to be a "common clown" who left town under a cloud in 1829. City fathers then offered the buildings and their sites to two different religious groups. The Episcopalians decided on Hartford as the site for Trinity College but the Methodists founded Wesleyan here in 1831. The original campus has grown considerably since that time. Important buildings nearby include the 1894 Gymnasium and 1927 Olin Library with its award winning major expansion in 1986. Many of the city's finest residences along High Street are now part of the university.

SAMUEL RUSSELL HOUSE (Honors College), 350 High Street (1828-1830)

Built for Samuel Russell, Middletown's leading 19th century merchant and industrialist, this house, one of the earliest and finest examples of the Greek Revival style in the country, is now owned by Wesleyan University. Credited with setting up the first foreign trading station in Canton, Russell made a fortune in the China trade in opium and silk. When left for a voyage to China in 1827, Russell left instructions with his new wife Frances, to build a "plain and neat" house. Imagine his surprise when he sailed back up the Connecticut River and saw this mansion dominating Middletown's skyline. Designed by Ithiel Town, one of the first architects in the United States, it rivaled many later public buildings constructed in this style. In fact, the Corinthian columns that adorn its facade were originally commissioned for a New Haven bank that was never built. Russell invested his fortune in Middletown industry, Founding Russell Manufacturing Company, the city's largest employer. Its more than eight major mills continued to operate well into the 20th century, and were still run by his descendants.

RICHARD ALSOP IV HOUSE, 301 High Street (1836-1838)

Like Russell Alsop was a merchant, but he made his fortune in the Mediterranean and Atlantic trade. He, too, returned home and built a fashionable house in the latest style. His Italian Villa, one of the earliest examples of a style that only became popular at mid-century, is distinguished by its *trompe l'oeil* (fool the eye) arched niches which appear to hold full-size statues but are actually only painted on the stuccoed walls.

INDIAN HILL CEMETERY

From this vantage point, the Wangunks, the Native Americans who inhabited the region prior to English settlement, overlooked the Connecticut River valley and guarded over their tribe. After surrendering tribal lands for the settlement of Wethersfield in the 1630's, the tribe had moved south to what they called Massabeec, corrupted by Middletown's settlers in 1650 to Mattabesicke, as the town was first known. The Wangunks' last reservation included the land laid out for this cemetery about 1850. In typical Victorian fashion, the cemetery was a city for the dead, with winding roadways, landscaping, and a chapel. Symbolic of their role in life, prominent citizens buried in mausoleums at the summit include Dean Acheson, Assistant Secretary of State during World War II under President Roosevelt and Secretary of State in the Truman cabinet.

PALMER FIELD

Palmer Field was laid out on the site of the old Palmer Hills, a textile company, one of the many thriving industries in 19th-century Middletown on the Coginchaug River, Sumner Brook and Pamachea Creek. Further upstream on the Coginchaug was the Starr Mill, which manufactured swords and guns during the War of 1812. Like all early industry, the Coginchaug was dammed and mills along its banks were first powered by waterwheels. Most factories were converted to steam power later in the century, as did the Starr Mill when it was bought out and enlarged by the Russell Manufacturing Company.

FOREST CITY HERITAGE TRAIL

PRELIMINARY ESTIMATED PROJECT COSTS

<u>ITEM</u>		<u>QUANTITY</u>	<u>UNIT</u>	<u>COST</u>	<u>TOTAL</u>
1	Kiosks with signage and related site improvements at trail termini.	2	EA	\$10,000.00	\$20,000.00
2	Interpretive plaques (to be bollard mounted) 18" diameter	12	EA	\$750.00	\$9,000.00
3	Anecdotal castings (8" dia.)	60	EA	\$350.00	\$21,000.00
4	Trail emblem markers (4" dia.)	880	EA	\$35.00	\$30,800.00
5	Miscellaneous station improvements.		LS	\$5,000.00	\$5,000.00
6	Precast stone bollards.	12	EA	\$1,000.00	<u>\$12,000.00</u>
Subtotal					\$97,800.00
7	Construction Contingency (25%)				\$24,450.00
8	Production of Trail brochure and tape recorded Trail narrative.		LS	\$6,000.00	<u>\$6,000.00</u>
Subtotal					\$128,250.00
9	Design fee (including development of interpretive narratives) (15%)				<u>\$19,237.50</u>
TOTAL PROJECT COSTS					\$147,487.50
ROUNDED TO:					<u>\$148,000.00</u>
RELATED PROJECT COSTS					
1. Improvements at Route 9 underpass at Union Street.			Range	\$30,000.00 to \$50,000.00	
2. Pedestrian Bridge @ Route 9			Range	\$180,000.00 to \$200,000.00	